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The Indiana Teamster

"Serving the Indiana Teamster Movement"

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Indianapolis, Indiana, October, 1949

No. 1

Local 694 Starts Drive in 20 Counties

Joint Council 69 of Teamsters has voted to help Teamsters Local 694 organize the trucking industry in 20 counties of southern Indiana, including the cities of Columbus and Bloomington.

This means that business representatives of the big locals centering at Kokomo, Muncie, Richmond, Terre Haute, Lafayette and elsewhere in the district will go into the southern territory at the call of Herman LaMaster, secretary-treasurer and business representative of Local 694 and help him with problems as they arise.

LaMaster assigned to Local 694 only a year ago from Terre Haute, where he was a business representative of Local 144, already has built up his new local to sizeable membership. His headquarters are in the Bassett Bldg., Columbus, with a branch office at 403 West Kirkwood avenue, Bloomington.

To date Local 694 has as members construction workers, over-the-road drivers, city freight workers in Columbus and Bloomington, drivers and mechanics employed at the Stadler Packing house in Columbus, workers employed by Johnson's wholesale groceries in Greensburg; Medora Brick Co., Brownstown, Lepart Bus Co. in Bloomington, and an assortment of others.

In starting a vigorous campaign to help LaMaster acquire more of the same type of membership in his big territory, the Joint Council will hold a meeting in Bloomington on November 21.

Union business representatives attending the meeting will represent the following locals: Kokomo, 759; Muncie, 369; Richmond, 691; Indianapolis, 135, 188, 193, 233 and 716; Terre Haute, 144, Clinton, 73; Lafayette, 543, additional to Local 694. Outside of Indianapolis the locals extend over a wide territory. For instance, Local 759, Kokomo covers also the cities of Peru, Logansport, Wabash, Rochester and their vicinities.



HERMAN LAMASTER

HOME MADE PIE AGREES WITH NO. 188

The Home Made Pie Co. of Indianapolis which, under another management, three years ago, sued Teamsters Local 188 for \$30,000, has finally capitulated and agreed to recognize the union as bargaining agent for 20 salesdrivers.

An agreement, reached October 17 ended a strike conducted by the union against its plant at 2310 East 30th street, according to C. E. Davis, union president.

This latest strike, in cooperation with members of the International Bakery Workers, was conducted simultaneously in six cities against the makers of Bluebird pies, and the joint

Company Union Runs Picket at Bridgman Dairy

Teamsters Local 188 is on strike at the Bridgman Dairy Co., 1224 North Capitol Ave., Indianapolis, demanding union recognition.

Running the Teamsters' picket line are eight members of a company union led by Joseph Romer, who is unknown in the labor movement except for the great number of otherwise deserving men and women who have lost their jobs through his misdirection, including those who struck the Claypool Hotel recently and most of the laundries in Indianapolis.

691 STRIKES JUNKER; KATZ HOSPITALIZED

RICHMOND— With two venerable members, one 80 years old, the other 75 among 19 strikers at the Sam Jaffe Co., Teamsters Local 691, headed by James K. Katz, is attempting to obtain a union shop and living wage with opposition principally of the police and prosecutor's office in this city of brotherly love.

How this city, built around a college which encourages conscientious objection to military service, can elect law enforcement officials who club conscientious objectors to scab employment, passes understanding.

The police, mincing around ready to pummel any union member who raises his voice, have refused to arrest Jaffe's son Charles, who smashed his semi-trailer, running without brakes or lights, into the car driven by Wayne Watkins, union president. Smashing a union president is not considered reckless driving in Richmond.

The driver of a bottled gas truck who ran down William York, a union picket and drove off without waiting to ascertain York's injuries goes free because the prosecutor holds that a hit-run driver is not guilty in Wayne county so long as the man he hits

Miller Organizes Street Cleaners

VINCENNES— Workers employed by the street cleaning department here have joined Teamsters Local 417, and will look to it to bargain with the city for better pay and working conditions for them.

Charles Miller, union secretary-treasurer, says that the City Street Department is restricted by a budget established for the fiscal year but hope to prevail upon City Council to increase the workers' pay as of January 1 next.

RICHMOND— James K. Katz, secretary-treasurer of Teamsters Local Union No. 691 has been ordered by his physician to a hospital in Bluffton for "stretcher" treatment for an ailment of his leg and spine. The treatment is expected to take a week to ten days.

Katz said he would try to make it after attending a meeting October 31 in Louisville, Ky. in connection with a Seagram contract. He is running the office alone, with the aid of President Wayne Watkins and one secretary, for economy sake, he explained, and scarcely has time to be ill.

Any time for illness, Katz explained, rightfully belongs to his new five-weeks' old son, Douglas Allen, who has spent three of his short weeks on this earth back in the hospital. The baby is reported recovered now and doing o.k., many friends are happy to learn.

(Continued on Page 3)

Packing Increase For Local No. 543

Glen Rabanus, business representative of Teamsters Local 543, reported to the Indiana Conference of Teamsters at its regular October meeting in the Lincoln Hotel, Indianapolis, that he has signed a new contract with the Milner Packing Co. in Frankfort.

Members of the union employed by this company will receive 5 cents an hour increase.

Local 543 is now in negotiation with city freight truckers for a new contract, he said.

D. E. Mahoney Well Again and On Job

From Muncie comes the good news that Pat Mahoney, who has been ill for several weeks with an infected leg, and in the hospital some of the time, is recovered enough to be back on the job as secretary-treasurer and business representative of Teamsters Local 369.

UMW New Home In Terre Haute Only a Cellar

Jack Reynolds, business representative of Teamsters Local 144, Terre Haute, told the Indiana Conference of Teamsters at its October 21 meeting that the Vigo County Building and Construction Trades Council, of which the Teamsters is an affiliated local, is continuing its strike against the construction of an office building at Eighth and Eagle Sts., Terre Haute.

So effective has been the strike to date, he said, that after 12 weeks the Jared Construction Co. has been able to construct only the foundation for the little 50 by 90-foot building. Any other contractor, employing AFL workmen, would have had the building up by this time, he said.

Instead of employing AFL labor, however, the Jared Co., an Illinois concern, is trying to operate with members of District 50, United Mine Workers. The building, if finished, is to be headquarters of UMW, district 11, and a big picture of John L. Lewis glares out of the hole in the ground at the picketing AFL members.

(Continued on Page 4)

Another 135 Man Honored

Lloyd Reisner, of Teamsters Local 135, has been selected as Driver-of-the-Month for August, 1949 by the Indiana Motor Truck Association for rendering first aid and probably saving the life of a nine-year-old girl, who had been hurt in an accident in Louisville, Ky.

Reisner lives at 339 South Keystone avenue, Indianapolis.

In reporting the occurrence, The Fifth Wheel, official magazine of the IM-

(Continued on Page 4)

CHAMBERS PROTESTS NLRB RULE

KOKOMO— Business of the Howard County Lumber Co. continues to dwindle as people in Kokomo learn why Teamsters Local 759 is picketing the company's headquarters in South Washington street.

Since picketing started last March organized labor members and their sympathizers have boycotted the concern and it has been restricted in customers to such labor-hating fiends as Forrest Harness. The Harness mansion is completed now, however, and the retired Taft-Hartley Congressman

(Continued on Page 3)

Shell Bulk Gives Raise to Drivers of Kokomo (759)

O. B. Chambers, secretary-treasurer of Teamsters Local 759, told the Indiana Conference of Teamsters, October 21, that he has signed a new contract with the Shell Petroleum bulk plant in Kokomo giving its drivers a substantial pay increase, retroactive to September 1.

The C. D. Kenney wholesale grocery in Peru has renewed a union contract for the year starting October 24.

Contracts subject to negotiations by Local 759 business representatives at this time include Ready Mixed Concrete in Kokomo and Logansport; four beer companies in Kokomo; four coal companies in Kokomo; Shell transport drivers and city freight truckers in Kokomo, Logansport, Peru, Wabash and Rochester.

News Notes From Local 193

By F. D. OWENS

Gerald Beaver, former driver, is now teaching loading at the Mayflower school, and all will agree he should be a good teacher.

★

Not only 193 men but all union men should stop, look and reason this out: All that a union man has to sell is his labor. So let's all put our best efforts forward and do a good job.

★

All city contracts in Local 193 but one or two are signed. Those members employed by companies which are not signed should keep in touch with us regarding meetings.

★

Mayflower drivers! Get in touch with your Stewards, Don Mundry, Bruce Baker, Ted Gard, John Hinkle, Hershall Wethington, Sub Committee J. Howard, Asher Kennedy and E. C. Talbert—regarding your contract. Or get in touch with this office by mail or by coming up here when in town. The only way we can find out your ideas is by talking to you or by you writing us.

★

Many of your union stamp books have run out. A card, letter or telephone call to us, with your name and Social Security number, and we will send you a new book.

★

Brother Elmer Hall is passing around the cigars. The happy couple are making their home down Texas way. She's his Texarkana baby. Congratulations, Brother Elmer!

CHANGE LABOR DAY TO WEDNESDAY?

From Teamsters Union No. 90 of Des Moines, Iowa comes a resolution calling for a nation-wide campaign to change the date of Labor Day from the first Monday in September to the first Wednesday of that month, in order to help end "the unchecked slaughter of innocent people in holiday traffic accidents."

The theory, of course, is that a three-day holiday brings the unusual number of accidents. It is born out by a count of fatalities after any such period. The nationwide count this year was 505 deaths over the Labor Day holiday.

The National Safety Council will probably applaud the idea. But if the day is to be changed it will be done so at the behest of organized labor.

Long before Labor Day became a legal public holiday it was celebrated by workers as a day of festive activity and rest from their daily tasks. It was the creation of laborers, not of politicians. It was the brainchild of a union carpenter 12 years before Labor Day was proclaimed a national holiday by act of Congress.

Peter J. McGuire, a native of New York City who joined the ranks of America's toilers while still a child, was the father of the observance in honor of the country's working people.

In May of 1882, he stood before the newly organized Central Labor Union of New York City and proposed that one day of the year be set aside as a general holiday for the working masses.

McGuire suggested that the holiday be known as Labor Day and that it be set for the first Monday in September, which would put it midway between two national holidays—the Fourth of July and Thanksgiving.

Other delegates to the meeting enthusiastically embraced the idea. A committee was named and soon preparations were under way for the initial celebration of Labor Day.

Approximately two years after this first Labor Day, the 26 delegates to the fourth annual convention of the American Federation of Labor held in Chicago adopted the following resolution:

"Resolved, That the first Monday in September of each year be set apart as a laborers' national holiday, and that we recommend its observance by all wage workers, irrespective of sex, calling or nationality."

During the next few years organized labor devoted its attention to securing state legislation making Labor Day a legal holiday. As early as 1887, Oregon enacted the first state law, but this measure designated the first Saturday in June as Labor Day. This was changed to the first Monday in September in 1893. Ultimately, 23 states proclaimed Labor Day a legal holiday.

The Labor Committee of the House of Representatives in May of 1894 presented a favorable report on a bill making Labor Day a legal public holiday.

By June 26 of that year Congressional action on the bill had been completed and two days later the measure was signed by President Grover Cleveland. The pen used by the President was turned over to Representative Amos J. Cummings of New York City, who sponsored the bill in the House. Cummings then sent the pen to President Samuel Gompers of the American Federation of Labor.

211 Mayflower Van Operators Are Honored

A triple safety certificate, award of the Fleet Safety Division of the Safety Council, Indianapolis Chamber of Commerce, honoring 211 Mayflower drivers with no-accident safety records, was placed on display in the drivers' room of the company's Indianapolis terminal Friday, September 23.

The certificate was presented to Mayflower representative Ralph Magnus, safety department, at a meeting of the Safety Council held September 14 at Indianapolis by the Honorable Alex M. Clark, Judge of Marion County Municipal Court No. 4.

The certificate, representing the safety efforts of Mayflower drivers during the past year, has been framed and will remain on display in the drivers' room at the terminal. Only 91 names appeared on a similar certificate received last year.

24 Mayflower Drivers Receive Safety Awards

Twenty-four members of Teamsters Local 193, employed as drivers for the Aero Mayflower Transit Co., have received no-accident citations from the American Trucking Assn. for the month of October. The drivers and the number of years of accident-free driving to their credit, according to R. J. Magnus, company safety director, are as follows:

William Egle, 1; William L. Duke, 2; Francis P. Connelly, 1; Robert Hunt, 2; A. Garfield Wolff, 3; Donald W. Burns, 1; Gilbert Coon, 2; Victor McKee, 4; Ivan L. Hinson, 6; Charles Alexander, 2; Jason L. Deen, 1; Richard K. Fortner, 2; Theodore Gard, 5; Russell E. Duncan, 1; Frederick S. Blausser, 2; Thomas H. Hobart, 2; Robert E. Atnip, 1; Charley F. McPeak, 2; Bernard Daniels, 6; Louis R. Pool, 1; Arthur Wilmot, 1; Willie Carpenter, 1; Paul M. Nugent, 1; William W. Lewis, 1.

Courtesy Award For Klusmeier In Evansville

EVANSVILLE—Carl Klusmeier, Crane Co. driver and a member of the Chauffeurs, Teamsters and Helpers Local No. 215, is the recipient of the city's 85th traffic courtesy card.

The incident which won him the award took place when Safety Patrol boys at Market and Bond Sts. gave him the go signal as he approached the intersection.

Instead of driving through, however, he slammed on his brakes and waited while a little girl on a bike who had ignored the patrol boys and ridden into the intersection, got safely across.

She had become confused and the boys had to escort her over and lecture her before the intersection was open to traffic again.

These courtesy awards are presented by the police traffic division and the Chamber of Commerce safety department to motorists who show unusual thoughtfulness.

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Mayflower Man Sees 'Inventor of Smoking and Chewing Gadget

By SWEDE CARLBOM

Early last spring I was ordered into Waterbury, Conn., to move the goods of one Mr. Jens Sprightley. He was an inventor and called himself "Professor." Mr. Sprightley occupied a large house with workshop on the first floor. When I arrived with my van, he was busy packing various tools, machinery, apparatus and contraptions



SWEDE

of all sorts spread over benches, tables and floors. He was glad to see me. He paused, stretched and then ran his fingers through an immense crop of unruly hair. "This is a heck of a mess," said the professor. "You see it's an accumulation of stuff for over 40 years." He began to relate how he had invented thousands of different contraptions to serve human needs and how he, even at 70, had hundreds of bright ideas of things to be. As he spoke I thought I discerned a peculiar gleam in his eyes—a gleam one sees in people who, as the saying goes, are "a bit tetchy in the head."

Sprightley now took me by the arm and led me into a nearby room with shelves and benches loaded with the most singular models of machines and apparatus I had ever seen.

"This," said he, "is the storeroom for my latest inventions with patents pending at Washington, D. C. It takes time to get things through the patent bureau, especially my stuff, as most of my inventions are too far advanced for the world to accept."

He then pointed to an odd contraption on the bench, saying: "You have, I am sure, seen an apparatus on the market which can be attached to one's automobile dashboard. One fills it with cigarettes, trips a lever and a cigarette comes out lit."

I admitted I had seen one. "This invention of mine," continued the professor, "not only lights a cigarette but also smokes it for you through a clever mechanism. It can be loaded with as many as 10 packs, regulated to chain-smoking or just smoking one every hour or so. It can be set to smoke one's cigarette while at work, asleep or away on a trip. It would be a great thing for truck drivers. Back home from the road, you fellows would find cartons of cigarettes already smoked for you with nothing to do but empty out the ashes." The professor chuckled with great satisfaction.

Then he showed me a machine he called a "Steak Eater." It was invented for folks with artificial teeth who have a tough time eating steaks and tougher yet if the steak is tough. This machine would eat your steak while you read the paper or snoozed on the couch. It could be regulated to chew and eat your T-bone while you worked overtime at the office. All you had to do, if you arrived late at home, would be to sit down to dessert and coffee.

The professor also dabbled in many things not mechanical. From a shelf he took down a pair of odd-looking shoes. "The heel," said he, "is what wears out first. This pair eliminates the heel altogether, as you can see."

The shoe he showed me consisted of two front parts joined together at the instep. The pair had four soles, four shoestrings and could be worn backward or forward on either foot. The professor was not quite satisfied with his inventions, as complaints had come in from many people who said that, when they wore the shoes, they did not know whether they were coming or going.

"But," said he, "I have hopes they'll be just the shoes for folks who run around in circles."

He showed me bottles containing different kinds of colored fluid, saying that it was a known fact that runs in ladies' stockings always ran in straight lines up and down. By dipping the stockings in the fluid, the runs would curve and curl into patterns of circles, half-moons, stars and flower-shapes.

"This invention of mine," said the professor, "will save the ladies millions of dollars. A stocking can be worn indefinitely. More runs, more beautiful patterns!"

He laughed again—then pulled out a large box, explaining that as long as we were in the ladies' department of invention he would show me something he had just completed. It was an immense pair of frilly satin drawers to be worn by race horses in colors to match the jockey's blouse so folks could tell whose horse belonged to whose jockey.

"In these times of high living costs," said the professor, "the problem which confronts us is to stretch the dollar to make it go as far as possible." He wheeled out a machine that could stretch a paper dollar so long it could be used as a ceiling border in a big room with a piece left over—a piece worth about 15 cents.

The professor also was working on a contraption which he showed me would enable a truck-stop owner to get 864 cups of coffee from one tablespoon of grounds. But I pleaded with him not to go any further with his invention, saying that the coffee in many truck stops was too weak as it was. So weak it couldn't pour itself but had to be lifted into the cup with a ladle.

He grew more and more excited about his inventions and kept saying he would gladly show me more of them. But I protested with thanks. I explained that the editor of the Indiana Teamster could hardly give me the space to describe what I had already seen. If he showed me any more, the column would have to be run in two sections like the buses to South Bend.

As I left he was talking something about a newspaper he had invented that put itself out every month without help from anybody and allowed the editor to spend his full time fishing.

(I thought I would pass this information on to you in case you may be interested.)

BILL OF SALE

Received from Lefty Davis 50 cents for sale of one good used WIFE, named Barbara. . . . H. Grounds, Van 723.

Witness: Mike Taylor, Van 191; W. L. McMinn; In BLOOD (blue blood) L. C. Freeman, L. A. supervisor and messenger superintendent and lot flunky.

Indianapolis Taxi Drivers! \$20 More Per Week If You Organize

Indianapolis will never have a decent taxicab system until the drivers are organized and become members of the Teamsters Union.

Despite all the advertising the companies pay for in all newspapers, to encourage editorial favor and that award of merit recently accorded to the Red Cab Co. some association paid to give awards, the fact remains that:

Indianapolis has one of the worst taxicab systems anywhere in America, and THE worst of any major city in Indiana.

People ride union-driven hacks in South Bend, Fort Wayne, Terre Haute, Evansville with a feeling of security. In Indianapolis people shy at boarding hacks, fear an accident, a stepped-up meter, a tour of the longest way to a destination to run up the meter.

Cab riders in Indianapolis suffer because the companies have a policy of hiring drivers who will work cheap.

The driver may or may not be good at the wheel, good or bad morally, intelligent or as dumb as the PITIED driver who was robbed of his cab September 9 and reported a RED CAB stolen. The sole requirement of the companies is that he work cheap and doesn't ask for a raise.

The good drivers suffer, of course, by the black eye given to their profession, by the bad ones.

But more important, the good drivers suffer because of the low pay scale maintained by the boobs in their business who will work for anything.

The good taxicab drivers of Indianapolis are worth \$20 per week more than they receive. They could get it by joining Teamsters Local 188.

If the companies were forced to pay union wages, the companies could demand good drivers for their good money. The companies would automatically weed out the hop heads, the bum drivers, the thieves and rascals who are today driving taxicabs in Indianapolis.

There is only one excuse for a driver not wanting union representation, and a living wage. That is made by the driver who is unfit to hold a job under union working conditions. This man couldn't hold a job paying a decent salary. He knows it and the company manager knows it and so does the public when it reads about a taxicab wreck almost every day. The lame, halt and unfit do not want a union. The competent driver needs one.

For many years up to the first of this year the companies were able to block all efforts of the Indianapolis taxi drivers to have union representation, by reason of a loose political and/or financial set-up between cab ownership and the Indianapolis Police Department and Marion County Prosecutor's office. Before Al Feeney became mayor and George S. Dailey prosecutor, high police officials assertedly owned stock in the Red Cab Co. Whether true or not, the police certainly displayed loving interest in the welfare of that company. Whenever the drivers tried to organize by picketing their reluctant brethren, or loads of police officers would rush up to dissolve the picket lines. Not patrolmen these guardians of the peace for Red Cab management) but captains and lieutenants in full braid.

When pickets were forming three or four years ago outside a cab company, any assistant prosecutor, who is now a judge, jumped from a hastily driven car up to the manager of the struck company demanding to know "is there anything I can do to help you?" All at the taxpayers expense, of course.

Always in a scuffle between picketing hack drivers and scabs it was the striker the police arrested, seldom the scab. If the scab was arrested the prosecutor would let him go, unprosecuted. See case of State vs. Al Flynn, charged with felonious assault on Richard Kinnaman, union official, who was distributing handbills announcing a union meeting in April, 1947.

Flynn was exonerated by the prosecutor, Judson Stark, and promoted to supervisor by the company. But Kinnaman still has the marks on his head, bashed by an iron pipe in Flynn's hands.

And why was Cliff Becker given that good job as personnel manager at Red Cab the day he was let out as superintendent of police?

Times have changed today, however, and the hackmen of Indianapolis need have no fear of unfair treatment by the police and prosecutor if and when they decide to join the Teamsters Union and demand their \$20 per week more pay.

Ice Vans Keep Vegetables Good On Long Hauls

Henry E. English, first vice-president of the American Trucking Associations, Inc., told the 1949 convention of the Texas Citrus and Vegetable Growers and Shippers in Houston, Tex., that refrigerated trucks now can maintain temperatures as low as 10 degrees below zero long enough to deliver a shipment of perishables to any part of the country.

He pointed out that the truck service, because of its flexibility and over-all economy, now carries Texas fruits and vegetables into even the smallest towns where neighborhood stores once carried only such staples as potatoes, turnips, onions and cabbage. The counters of these stores once were bare of oranges, grapefruit, lettuce, celery, tomatoes, green beans and a good many other fresh vegetables, he said, adding the small-store owners couldn't afford to buy in carload lots.

Tobin and Beck Re-elected at AFL Convention

ST. PAUL, Minn.—The Building and Construction Trades Council, of the American Federation of Labor, meeting here in connection with the national AFL convention, re-elected Daniel J. Tobin to the vice-presidency.

The council urged Congress to appropriate funds to build new public schools. "In this serious education emergency if the safety of our younger generation is to be protected."

At the same time Dave Beck, IBT executive vice-president, was re-elected a vice-president of the AFL's Union Label Trades Dept. AFL President William Green praised the department for the success of the fourth union label industries show held last May in Cleveland. The fifth show will be staged in Philadelphia next May.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946

Of the Indiana Teamster, published monthly at 28 W. North St., Indianapolis, Ind., for October 1, 1949.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared Scott Armstrong, who, having been duly sworn according to law, deposes and says that he is the Editor of The Indiana Teamster, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily, weekly, semi-weekly or tri-weekly newspaper, the circulation), etc., of the above publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Section 537, Postal Laws and Regulations), printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor and business managers are:
Publisher—Indiana Conference of Teamsters, 28 W. North St., Indianapolis, Ind.
Editor—Scott Armstrong, 28 W. North St., Indianapolis, Ind.
Managing Editor—None.
Business Manager—None.

2. That the owner is: The Indiana Conference of Teamsters (formerly Indiana State Drivers Council), organization of AFL Teamster Unions in Indiana, 28 W. North St., Indianapolis, Ind.

3. That the known bondholders, mortgagees and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages or other securities are: None.

4. That the two paragraphs next above, giving the names of the owners, stockholders and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company, but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association or corporation has any interest direct or indirect in the said stock, bonds or other securities than as so stated by him.

SCOTT ARMSTRONG,
Sworn to and subscribed before me this 5th day of October, 1949.
(Seal) BERKELEY ORR,
My commission expires June 21, 1953.

Chambers Protests NLRB Ruling In Howard County Lumber Case

(Continued from Page 1)

will no longer be a customer, according to O. B. Chambers, union head, unless Harness goes into the building business just to help a scab lumber dealer. He could do just this if the Indiana State Chamber of Commerce and other NAM subsidiaries decide to "reward" him with as much bribe money as they paid to Fred Hartley—also retired from Congress by the same progressive element that chased Harness back to the bushes, where he has belonged all the time.

Fortunately for society as a whole, builders like Harness are few in Kokomo and therefore the Howard County Lumber Co. is facing a diminishing market in Kokomo, and its vicinity.

This scab company has no out-of-state business. For this reason the National Labor Relations Board has no reason to butt into a labor question which is purely local.

Nevertheless the NLRB did send a representative to Kokomo to hold a hearing on unfair labor practices, preferred by Manager B. K. Mitchell of the lumber company. This meeting was supposed to have been held in the Howard County courthouse one day last August. O. B. Chambers, union secretary-treasurer, Robert M. Malarney, attorney and other union representatives appeared in good faith, but no one showed up to represent the company. Therefore the hearing was never held.

Despite the fact that the

company which had preferred charges with NLRB did not attend the meeting the NLRB representative ordered an election to be held among the company's employees to determine whether they wanted to belong to the Teamsters union.

This action is obviously silly, because the company's employees have been fired out of the union for disloyalty and couldn't belong again to any union if they wanted to.

Local 759 is protesting the election order, with intentions to fight it to the highest courts if necessary.

According to Chambers, his union is striking the Howard County Co. because it welched on a signed agreement, as of January 1, 1949, along with four other lumber yards in Kokomo, to pay certain wages.

The four other companies have kept the agreement, but last March the Howard company reduced wages by 15 cents an hour.

The company's three drivers came running to the union office with their grievance and signed stipulations voting to strike for their original pay.

Chambers ordered the strike, whereupon the drivers sold out to the company and refused to strike, leaving the union holding the bag.

These turncoats must be fired and the Howard County Lumber Co. must employ union members before it will do business again in Howard county.

No. 691 Strikes Junk Dealer

(Continued from Page 1)

and abandons is a striking Teamster.

Jaffe is the wealthy owner of a junk business which deals also in sheet metal and which prefabricates steel.

He signed an agreement with Local 691 as of October 4, 1948 with a wage scale which increased some of the workers from 50 to 90 cents an hour, but balked at renewing the agreement when the members demanded a union shop and guaranteed work week, to assure a living wage for some members who were getting only two or three days' work a week.

In lieu of a new contract, union members walked out of his plant October 14. Jaffe rushed to the office of Local 691. James Katz, secretary-treasurer was in Detroit on union business and the office was in charge of President Watkins.

Jaffe screamed that he would go broke paying his workers full time. He was losing money—which is one for the books if you know junk dealers. He tore off his coat and offered Watkins: "Here, take my shirt, too."

"Yes, and we'll have your pants as well," said Watkins, "if that's the way you want to argue against paying a living wage."

Katz Ordered To the Hospital For "Stretcher"

(Continued from Page 1)

Last week Katz was called to Detroit to sit in on negotiations for a Drive Away contract.

Between Detroit and the doctor's office the business representative of 691 got a new contract out of the Shenley distillery in Lawrenceburg, giving an increase of 10 cents across the board to 30 drivers and helpers.

Also Katz has made a number of collections based on violations of contract in behalf of the drivers of broker's equipment. From the I.R.C. & D. Motor Freight, Inc., he collected \$100, \$148 and \$135 for three drivers respectively and from the C. & D. Motor Delivery, \$18, \$50 and \$192 for three more drivers.

The union has won a UA election at the C. D. Kenney, wholesale grocery company in Richmond.

Iva Medaris, office secretary of Local 691, is taking the last week of her vacation at this time, in the Smokies.



"Knights of the Road" Honored at Banquet



WAYNE TAYLOR



HAROLD MILLS



GERALD DAVIS



HARRY A. SMITH



LEON BROWN

Six "knights of the road" who followed rules of safety and courtesy on Indiana highways at the risk of their own lives, recently were awarded Drivers-of-the-Month medals. Five of the "Knights" are Teamsters.

Governor Henry F. Schricker made the presentations at a banquet which closed the 18th annual Indiana Motor Truck Association convention in the Claypool Hotel.

The drivers are Harold Mills, Linden Hotel, Indianapolis, member of Teamsters Local 135; Leon Brown, Terre Haute, Teamsters Local 144; Wayne Taylor, Bloomington, Local 135; Edgar Grant, Onward; Harry A. Smith, Anderson, Local 369, and Gerald Davis, Kokomo, Local 759.

Citations of the Teamsters have been reported in this paper at various times, with the exception of Wayne Taylor, about whom The Fifth Wheel, official IMTA publication says:

Wayne Taylor, driver for B. B. & I. Motor Freight, Inc., Bloomington, and residing at 619 East 14th St. in that city, won Indiana Driver of The Month honors for May, 1949.

Nomination of Mr. Taylor was submitted by W. C. Homann, vice-president of B. B. & I. An account of the action in which the driver rendered aid to a motorist in distress follows:

Driver Taylor was returning to Bloomington from Louisville just before day-

break on May 27 when he came to the scene of an accident about 1½ miles north of Orleans, Ind.

Seeing a man wandering aimlessly and apparently dazed, Mr. Taylor halted his truck and found that a car had overturned on a sharp curve and a woman was pinned beneath. The dazed man had been the driver of the car.

Mr. Taylor urged the other man to help him and together they raised the overturned vehicle off the woman, but she was dead.

The truck driver inquired whether there was anyone else in the car. Its driver still dazed, said there was not.

The truck driver thought he heard a baby cry. He searched the car and found the babe in it, apparently uninjured.

Flares Mr. Taylor had set out brought another tractor-trailer driver to the scene and it was agreed the latter would unhook his tractor and drive back to Orleans to summon a doctor and ambulance.

Driver Taylor tended the baby until another man and woman came along and agreed to take the infant to Orleans for examination. About 45 minutes later an ambulance arrived.

A state highway patrolman arrived, placed new flares, and released the truck driver of further responsibility.

Look-See with 233

ED McCARTHY and ED HEFFNER

The Great A&P Tea Co. contract has been settled with a nice wage increase retroactive to August 22, 1949.

Brother Sam Shaffer of Standard Division of National Tea Co. passed away recently. Brother Shaffer spent 27 years with Standard Grocery and will be missed by his fellow employees. The officers and members of 233 extend their sympathy to Brother Shaffer's family and friends.

The Public Warehouse Contract, as well as Kibler Trucking, Kroger Warehouse and Drivers, Kroger Mechanics and Red Dot Food, are as yet not settled. Members of these companies should watch their bulletin boards for special meetings.

Remember! Regular meetings are the first Wednesday of each month at 8 P. M. at Teamster Hall, 28 West North St.

Members employed by Kroger's were shocked to hear of the death of Jerry Scher the warehouse superintendent. Although Jerry had been sick eight months, he was improving and we all expected him back to work soon. We of the Union had some differences of opinion with Jerry but we feel we lost a real friend. The officers and members extend their sympathy to Jerry's wife, his father and mother and his many friends.

Bonnie Kraft, steward of Red Dot Foods, Inc., is off sick, as is Martin Stahl of J. C. Perry Grocery Co. We hope for a speedy recovery to Sister Kraft and Brother Stahl.

Will any member having any old glasses—eye glasses, that is—please give them to Brother Heffner, the business representative. The collection is for Brother Pete Clouse of Indiana Terminal who recently walked off a 20-foot embankment while coon hunting. He didn't get the coon, either.

Brother McConaugh of Kibler Trucking Co., who has been off sick for the last few months, is back to work. Glad you recovered, Kibler!

Home Made Pie Agrees With 188

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agreement affects both Teamsters and Bakery Workers in these cities.

Additional to Indianapolis the cities are Louisville, Ky., Cincinnati, Lima, Dayton and Columbus, Ohio.

The Home Made Pie Co. is now owned by the Bluebird Pie Co., which does business in the other cities under that name. When the new management took over, it dropped the \$30,000 suit brought by the original company against the union and waived an injunction which the company had obtained against the union in Marion County Circuit Court.

That injunction, signed by Judge Lloyd D. Claycombe, March 23, 1946, was notorious as one of the most drastic anti-labor decisions ever rendered anywhere, even in darkest Russia. It not only restrained President Davis, his union and his lawyers from picketing Home Made Pies, but forbade any of them even to eat pie in their own homes.

No. 135 Member Dies Suddenly

Frank McLain, 43, a member of Teamsters Local No. 135, Indianapolis, died recently in his parked car on an Indianapolis street. He had been employed by the McDaniel Freight Lines. Survivors include the widow, three sons, five daughters; his mother, a brother, three sisters and two grandchildren.

Another 135 Man Is Honored as Driver of Month

(Continued from Page 1)

TA says:

The girl's condition necessitated application of artery pressure to keep her from suffocating from throat hemorrhage while riding to the hospital in a car commandeered by the truck driver.

Fred Kohout, vice-president of Hancock Truck Lines, gave the following account in nominating his driver for the title:

"Lloyd Reisner entered our employ in February, 1936. In April, 1942, he enlisted in the U. S. Army, spending a good portion of his military service as a sergeant in the South Pacific islands. Lloyd returned to Hancock Truck Lines as a road driver in February, 1946, and has not been involved in any accidents since his return to our company.

"On or about June 14, 1949, at about 8:30 a. m., Lloyd was approaching Louisville, Ky., in a downpour of rain. As he drove carefully down a long grade on U. S. 52 about 8 miles from the city, he noticed a car standing crosswise of the pavement with the horn blowing constantly. Lloyd pulled his tractor-trailer outfit off the highway and ran to the car.

"Occupants of the car were Mrs. Zehnder and daughter Barbara Jean, age 9. Their car had been in an accident, resulting in Barbara Jean having her teeth knocked out and her mouth and face severely lacerated. Her face had a pallor which indicated to the Army-trained Reisner that she was in danger of suffocating from throat hemorrhage. Mrs. Zehnder had a broken nose and was suffering from severe shock. Reisner rendered first aid to Barbara Jean and began trying to prevail upon motorists to take the child to a Louisville hospital. None offered to do so, possibly due to the bloody condition of the child.

"In desperation, Driver Reisner commandeered a motorist, got in the car, took the child in his arms and applied pressure to the arteries to arrest bleeding until they reached St. Anthony's Hospital at Louisville.

"Leaving the mother and child there, he hitch-hiked rides back to his truck and, being a modest person, made no report of the action. Word finally reached his company through Barbara Jean and her mother, after they had left the hospital.

"We quote from Barbara Jean's

Heard and Seen at 716

By HARRY HUDSON

After a four-day strike, the Plumbers Supply Co. signed an agreement with Local 716 agreeing to abide by the terms of a contract of August 2, 1949, giving drivers the same wages and working conditions as received by drivers for the Central Supply Co. The strike started October 10 and ended on the 13th. All drivers receive overtime pay retroactive to August 2. Agreement was signed by President Edward T. Carlson and R. George for the company.

The attendance at the General Meeting held September 30, 1949, could have been much better. We wish to remind all members in good standing that in accordance with the master policy carried with the Union Labor Life Insurance Co., we have to notify the company of our desire to renew the present policy covering the members for another year or not to renew. The only way your officer can do that is by majority consent of the members present at a General Meeting or a Special Called Meeting.

Our contract with the Brannum-Keen Lumber Co. has been settled after a little trouble.

Contracts have been settled with the following firms: General Electric Supply Corp., E. H. Moorman, Harry Linabury Brick & Tile and the Andrew Morris Trucking Co.

Negotiations with the Monument Coal Co-Op have been concluded, giving the employees hospitalization for themselves and families, increased vacation periods and retroactive pay to September 23, 1949. Fifteen members are covered by the new agreement.

The financial report for the past year will be available for members who desire them at the October General Meeting.

With the coming of cold weather, we urge all members employed in the building and construction trades who face a lack of employment this winter and leave the craft of the Teamsters Union to be sure and take a Withdrawal Card in order to avoid a reinstatement fee.

The officers of Local No. 716 regret to report the death of a fair employer, Mr. Lawrence Bornman, who passed away October 10, 1949. He was the owner of the Bornman Trucking Co., located at 10th and Sherman Drive.

Please notify the office of any change of address.

UMW Building Is Not Building

(Continued from Page 1)

Reynolds reported that a charge of unfair labor practice brought by the contractor against the Vigo County Building and Construction Trades Council and 10 affiliated locals had been dismissed by the

letter of July 13, a month after the incident: "I went to the doctor's today and he said I am getting along fine. I'll start with the dentist soon."

"Always be careful so nothing will ever happen to you. I am sending you a little gift—a shirt and a tie. I hope it fits, but if it doesn't you can send it back and they will send you the right size. When you come to Louisville, come out to see us. Your little friend, Barbara Jean."

National Labor Relations Board, and consequently dropped by the contractor.

Drake Finally Signed

After working on the Drake Produce Co. for 15 years, Local 144 has finally obtained a contract for its drivers, according to Reynolds. The new agreement is compatible with others in that line of industry in Terre Haute, he said.

City Freight

Bert Wheat, business representative of Local 144 told the Conference that city freight truckers in Terre Haute are demanding a 13-cent hourly pay cut, longer working hours and other concessions as a basis for a new agreement with his local. The union, in addition to resisting the cut, will demand a guaranteed work week and seniority clauses, he said.